

1972 Park City Utah

# Pony Express Here Jan. 16

January 16, 1972 will see a re-enactment of the old Pony Express mail ride begun originally in 1860. Park City will be on the route and at 11 o'clock that morning the horse and rider will stop at the old stagecoach stop on Frontage Road.

The initial objective is to bring national attention to the historical significance of the Pony Express. The ride will originate in St. Joseph, Missouri, and will terminate in





PHOTOGRAPHY/ BRUCE HILLS

Clark Maxfield, descendant of Pony Express rider, gallops madly along the trail with his valuable cargo.

# 50 riders gallop across Utah

## *The spirit and letter live again on Pony Express trail*

**By Bruce Hills** 22 June '84  
Deseret News staff writer

More than 50 Utah Pony Express riders galloped across the state Friday, relaying a leather mail pouch that began its westward journey Saturday in St. Joseph, Mo.

The riders, part of the 1984 National Pony Express Association Re-ride, are retracing the route Pony Express riders took in 1860-1861 from St. Joseph to Sacramento, Calif., a 1,966-mile journey through Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada and California.

Utahns met westbound riders at the Wyoming border Thursday noon on a dirt road near I-80, near Needle Rock, a Pony Express station site. Riders, changing horses regularly, sped west through Echo Canyon, East Canyon and Emigration Canyon to reach This Is The Place Monument at 7 p.m.

From there, they galloped into Salt Lake City to the site of a mail station at 143 S. Main, then south to Murray, Riverton and Camp Floyd State Park in Fairfield.

Riders left Camp Floyd at 6 a.m. Friday and continued west along the Pony Express route. They expect to reach Ibapah, near the Utah-Nevada border, by 8 p.m. Friday where they will pass the mail along to Nevada riders.

The mail is due to arrive in Sacramento Monday.

In 1860 and 1861, Pony Express riders changed horses every 10 to 14 miles and rode an average of 75 miles before they rested. Friday riders rode less than five miles in some areas because so many Utahns wanted to participate.

The unsung heroes of the re-ride adventure are the wives, families and friends of the riders who carry the horses in trailers and set up temporary stations along the route where the riders can change horses and rest.

Paul Melee, a Sacramento, Calif., attorney who is directing the 1984 Pony Express Re-ride, is among those pulling horse trailers. He was in Utah Thursday and Friday to direct the re-ride across the state.

A horseman and a long-time member of the National Pony Express Association, Melee started west Saturday from St. Joseph and has traveled west with the riders.

He said he hopes Congress will make the Pony Express route a national trail some day.



# Pony Express on the trail — will hit S.L. in wee hours Tuesday

By Bruce Hills  
Deseret News staff writer 7 June '86

Horsemen in Sacramento, Calif., began riding east at 8 a.m. Friday, commemorating the 126th anniversary of the Pony Express, which carried mail between Sacramento and St. Joseph, Mo., in 1860 and 1861.

Patrick Hearty, West Jordan, president of the National Pony Express Association, said more than 500 riders will take part this year. The ride will end in St. Joseph on June 15.

Horsemen will ride through California and Nevada, reaching Ibapah, Tooele County, at 7 a.m. Monday and downtown Salt Lake City about 1 a.m. Tuesday, then continue east through Wyoming, Colorado, Nebraska and Kansas into Missouri.

Hearty, who this year will ride a leg near Simpson Springs, southwest of Tooele, said 80 Utahns will take part Monday and Tuesday.

"Weather along the trail is expected to be good for the whole 10 days," Hearty said. "The worst part of the trip is in Nevada, where the trail is poorly marked in some areas and broken by streams and even lakes."

In western Utah, the trail is mostly a gravel road or parallel to it. East of Salt Lake City, the trail winds through Emigration Canyon and East Canyon to Echo, Summit County, then east along I-80 to Evanston, Wyo. From there, the trail is mostly beside or near I-80 or other highways.

When the Pony Express was in business, from April 3, 1860, to Oct. 28, 1861, Hearty said, there were about 80



PHOTOGRAPHY/ BRUCE HILLS

Patrick Hearty, left, the national president of the Pony Express Association, Gerald Berry and Dennis Boyd prepare for the 1986 reride when it passes through Utah Monday and Tuesday.

riders, 420 horses and 190 stations. Riders changed horses every 10 to 14 miles and usually rode 75 to 125 miles before stopping to sleep.

When a rider came to a station, he jumped off his horse, removed the leather skirt over his saddle, called a mochila, that had four mail pouches

sewn to it, threw the skirt over the saddle of a fresh horse and rode off.

Mail could be moved 250 miles in 24 hours. Usually, horses ran about seven

or eight miles per hour and carried 20 pounds of mail. The average time over the entire 1,966-mile route was 10 days. The fastest ride over the entire route was a bit over 7½ days when riders carried President Lincoln's inaugural message.

Few if any riders were older than 18, and many were only 14 years old. They fought their way through mountain passes covered by 15-foot snowdrifts. In the desert, summer temperatures often hit 110 degrees or more. Indians were a constant threat over much of the western part of the route, but the Indians' horses were no match for the well-cared-for mustangs and other horses express riders rode.

Hearty said Congress approved a study of the express route on Aug. 28, 1984, to decide whether the route could be included in the National Historic Trail System.

"Our organization hopes the route will become a national trail soon and money made available to mark the trail properly," he said.

Until then, the National Pony Express Association is trying to raise money in various ways to pay for markers and commemorative brass plates along the trail.

This year, 1,000 commemorative envelopes highlighting Nebraska have been sold. The letters are being carried along the trail just as mail was carried along the route originally.

In addition, businesses and individuals have been asked to sponsor a segment of the ride. Certificates are being given to sponsors paying up to \$25

and, for those paying more than \$25, framed certificates are given.

Hearty, 39, a chemist with the U.S. Department of Labor, grew up in Grantsville and graduated from Grantsville High School in 1965. He spent two years on a church mission to Germany, then attended Snow College and graduated from Brigham Young University in 1973 with a degree in chemistry. He earned a master's degree in biochemistry from BYU in 1976.

An avid horseman, Hearty joined the National Pony Express Association in 1978 when the organization included Utah in its reride program. Originally, Hearty said, the national organization, which started in 1966, rode only through California and didn't begin riding in Nevada until the early 1970s.

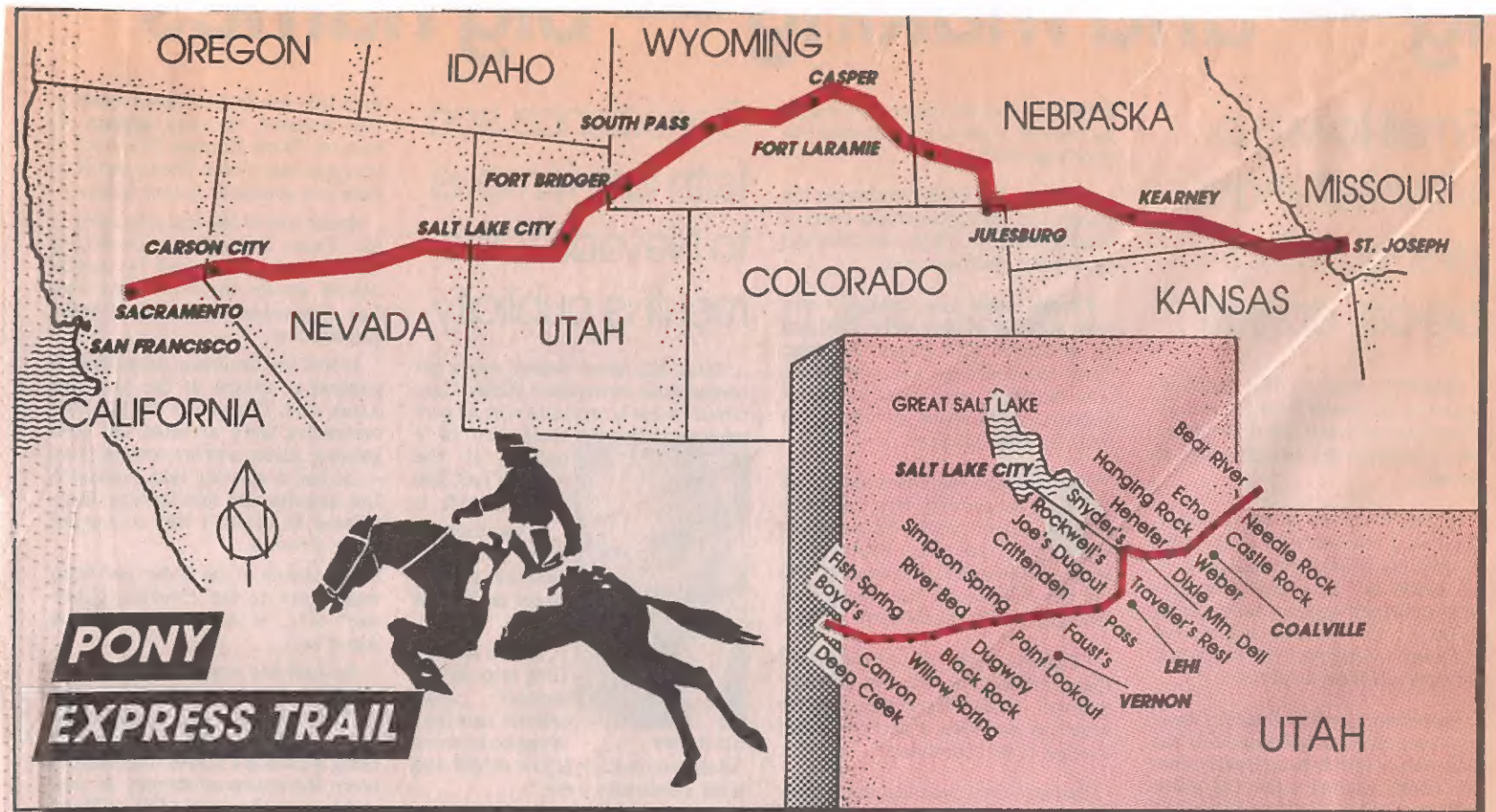
Now the organization has more than 600 members and has sponsored rerides along the entire route every year for nearly a decade. In some years, riders have traveling east and west along the route.

Hearty has been president of the Utah Division of the national association for several years and was named president of the organization last year.

He said most, if not all, of the members of the National Pony Express Association have their own horses and special uniforms and patches they wear during the annual ride.

"We're all interested in the history of the Pony Express, and many of us have done research to answer questions about where various stations really were along the route."





Riders hired for being "young, skinny and preferably orphans" rode daringly along the Pony Express trail, with 26 Utah stations.

## Pony Express may ride again, as a historic trail

4-19-87  
By JoAnn Jacobsen-Wells  
Deseret News staff writer

What might have been one of the first U.S. companies to go belly-up is about to be nationally enshrined.

The Pony Express, a unique mail service that preceded the telegraph and transcontinental railroad, galloped with gusto into the American wilderness in 1860 and 18 months later, plagued with financial problems, rode into the sunset forever.

But few enterprises that operated for so short a time have had such a

lasting impact on American history.

To pay tribute to the brave young men who battled Indians, treacherous weather and a twisting, dangerous trail to deliver mail across the nation, the National Park Service has released for public review and comment a draft document that proposes National Historic Trail designation for the Pony Express Trail across portions of eight Western states.

The federal agency is seeking similar designation for the historic California Trail, pioneered by overland emigrants prior to the 1849 California

gold rush. The trail, often confused with the older Oregon Trail and the later Mormon Pioneer Trail, was a conduit for the greatest mass migration in American history.

One of many meetings scheduled throughout the United States to solicit public comment on the Park Service's California Trail proposal will be in Salt Lake City. The meeting will be from 7 to 9 p.m. Monday in the Social Hall at Pioneer Trail State Park, 2601 Sunnyside Ave.

Park Service spokesman James D. Harpster said the report and public

recommendations will be submitted to Congress on May 30 for possible legislative action.

Historians believe the designation would help protect the remaining, fragile California Trail wagon ruts and help preserve the 320 historic sites along the 5,665-mile route. It would also help create an interpretive program to help people better understand the motivation of thousands of people who packed their families and belongings in wagons and trekked into unknown lands.

Please see PONY on B5



# Pony Express rides again on 2,000-mile trail

■ **Re-enactment:** More than 600 will ride in the 10-day trip through 8 states, including Utah.

**By Bruce Hills**  
Deseret News staff writer

Modern Pony Express riders began a re-enactment of the famous 2,000-mile postal service ride Thursday, leaving Sacramento, Calif., at 6 a.m.

More than 600 members of the National Pony Express Association will take part in the 10-day ride through eight states and expect to finish their trek in St. Joseph, Mo., at 2:30 p.m. Sunday, June 17.

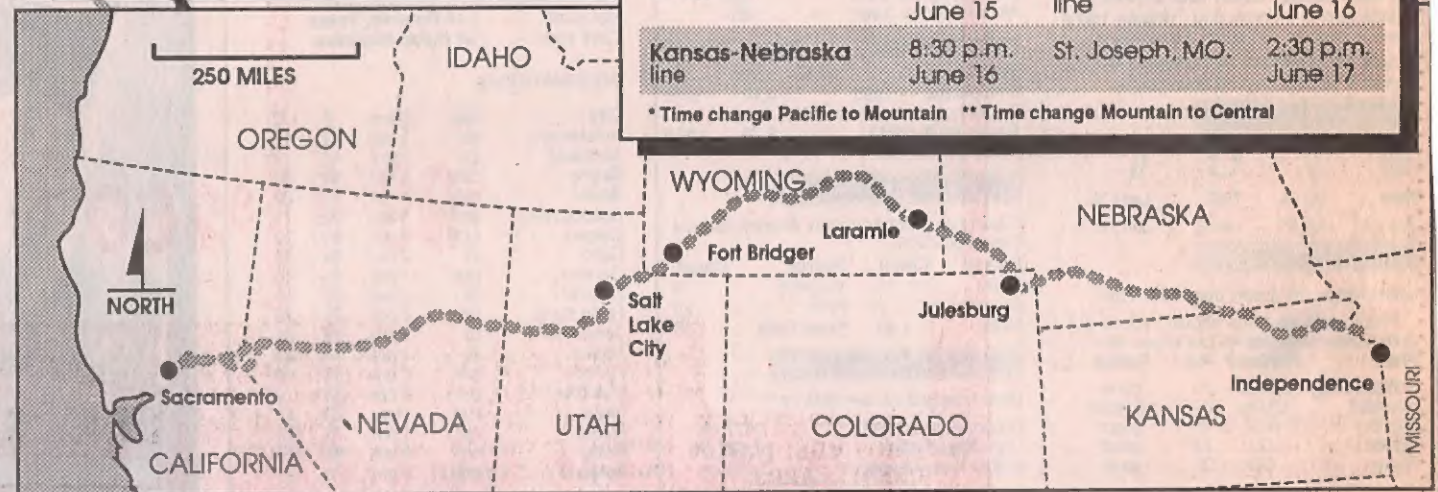
The horsemen, like their pioneer counterparts who provided mail service from April 3, 1860, to Oct. 28, 1861, will ride through California, Nevada, Utah, Wyoming, Colorado, Nebraska and Kansas on their way to Missouri.

They will cross Nevada and enter Utah early Monday, June 11, reaching Ibapah at 9 a.m. About 60 Utah riders will carry the mail 266 miles across Utah, reaching Simpson Springs at 6 p.m. Monday, Murray

Please see EXPRESS on B2



**National Pony Express Re-Ride**





# EXPRESS

Continued from B1

Park at 3 a.m. Tuesday and Evans-ton, Wyo., at noon Tuesday.

Clark Maxfield, Hooper, president of the Utah chapter of the National Pony Express Association, said riders will carry 1,000 commemorative letters in a leather mochila or mail pouch which is placed over the saddle, just as it was carried by the original Pony Express riders.

"The cost of the letters is \$5, just the amount charged for a half-ounce in 1860," he said. "We'll be changing horses and riders all along the trail. Most riders cover five miles or less at a time and ride several legs during the journey."

This year, he said, Czechoslovakians who formed a Pony Express club of their own in 1985 because they were so fascinated by the American West have been invited to take part in the re-ride in America.

Maxfield said this will be the first international ride, "a ride for peace and unity among nations. Our American riders have been invited to return to Czechoslovakia and take part in the re-enactment there June 25 and 26."

He said three members of the House of Representatives, Jim Slattery, D-Kan.; Craig Thomas, R-Wyo.; and Norman Shufway, R-Calif.; and possibly Secretary of the Interior Manuel Lujan Jr., are expected to take part in this year's Pony Express ride.



**Les Bailey shows his daughter, Serah, the leather mail pouch he'll carry in the re-ride.**

PHOTOGRAPHY/ BRUCE HILLS

"The National Pony Express Association has been working with Congress and the National Park Service since 1983 to make the Pony Express Trail part of the National Trails System."

"In February of last year, Rep. Shumway introduced HR 1109 in the House of Representatives and Reps. Slattery and Thomas were co-sponsors, along with 40 other House members."

The bill passed the House March 6 of this year by a vote of 416-0 and is pending in the Senate.

Maxfield said the bill would allow

the National Park Service to mark, preserve and undertake interpretive activities along the trail.

"This will make it possible for future generations of Americans and people from all over the world to learn of this epoch in American history."

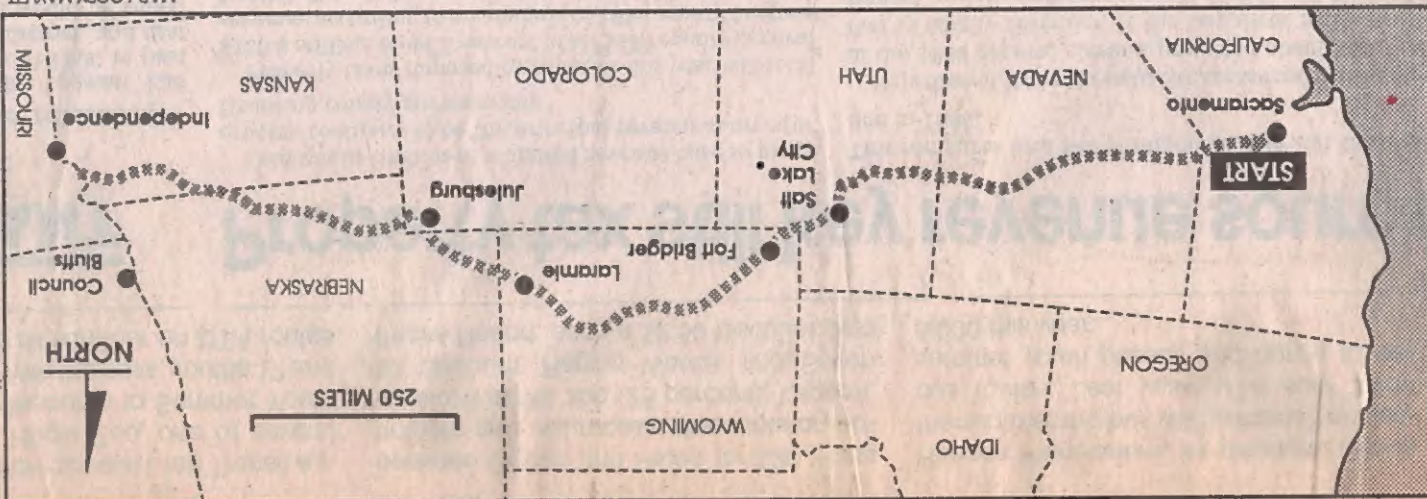


5 June 1989

## Biking the Pony Express Trail

The Salt Lake-area bicyclists' ride along the eight-state, 1,938-mile trail is expected to take 10 days.

Matt DeWaal and Jay Aldous give their bicycles a final check before



## 2 Utahns set to pedal way

He also putters in his extensive vegetable garden. Much of the produce is given away. He plays a little golf, writes poetry and enjoys his

But the words changed the focus of his life. Now he works harder at giving.

"It was literally red neon. It was the dumbest thing I ever saw in my life. I thought, 'Come on, Calderwood, you are having hallucinations.'"

"I hadn't heard those words since high school," he said. But as he lay in intensive care after his surgery, those words appeared to be written in red neon on the hospital ceiling.

home in west Jordan, smack in the heart of diaper land.

"I think we're the oldest couple in four miles," Calderwood joked. He doesn't seem to have changed from his television days. He's still gregarious, enthusiastic and optimistic.

But he says his open-heart surgery changed him. "I came out of there wanting to go up on top of Mount Olympus with the biggest megaphone in the world and shout 'Thank you!' to the whole world," he said.

His surgery taught him how dependent we all are on each other for our well-being and happiness, he

day afternoon at 2 p.m. for 13 years.

But those who were children in the '60s remember him as a submarine commander with his dummy, KC-5. KC-5 was a military commander visiting from another planet. Together the two hosted a show for children that ran weekdays through the late '60s.

Parents still come up to Calderwood today and introduce their youngsters to him, explaining to the children that this is Admiral Bernie and they watched him on TV when they were children.

"It's a great, wonderful compli-

Tickets for the pageant are \$8 for side seating and \$11 for the center section; the tour is \$2 (charge cards are accepted). To make reservations or for more information, call 756-3505.

### TEMPERATURES

#### LOCAL-UTAH

	High	Low	Prec.
Salt Lake City	75	50	.02
Bullfrog	89	62	
Cedar City	80	62	.01
Green River	87	50	
Ogden	69	51	.03

MONDAY, JUNE 5, 1989



cobsen-Wells, Douglas D.



# CYCLE

June 89

Continued from B1

been riding in marathon bicycle races for years.

They expect to ride an average of 200 miles a day during their 10-day trek, starting before daybreak each day after the first and pedaling until about 10 p.m. or later, if necessary, each night.

"About half of the distance is dirt, gravel, rutted fields and worse. The other half is pretty good road," Aldous said. "We'll try to make as good time as possible on paved roads and do the best we can over rough ground."

He said their two enemies will be wind and rain. "If it rains while we are on dirt, we're in big trouble. Mud is terrible to go through. And if we have stiff headwinds we will be slowed."

He said they have traveled by car and bicycle over the entire trail and know it well. "There are some really bad places in Nevada. I hope we have dry weather there," Aldous said.

Some of the toughest territory will come at the start, in California, and not because of bad roads but because of altitude.

DeWaal said they will start at about sea level and ride, the first day, to an elevation of 7,000 feet.

They expect to burn up 8,500 or more calories each of the 10 days

they are on the trail. That means they will have to eat a variety of high energy foods. And they will need copious amounts of water, they said.

The two will be supported by nine others: Aldous' wife, Adrienne, a nutritionist; his father, Jay Sr., who will be medical director and quartermaster; Dr. Kathe Gabel, Logan, a Utah State University professor who is doing research in nutrition and long-term sports activities; and DeWaal's parents, Jake and Barbara DeWaal, Holladay, who will drive a motor home that will accompany the cycling duo.

Others on the trip will be DeWaal's wife, Jolene, who will prepare everyone's food; his brother, Mike, West Valley City, who will be the mechanic; Joe Nardone, Sacramento, the historian for the adventure; and DeWaal's nephew, Ethan Riddle, Centerville, a Viewmont High School student who will help with quartermaster duties.

In addition to the motor home, the riders will be accompanied by two four-wheel-drive vehicles whose car-top carriers will hold the bicycles.

They will have seven bicycles in all on the trip. Each will have his own mountain bike and racing bike, and they will have two tandem bikes, or bicycles built for two — one for dirt roads and one for paved roads. They'll have an extra mountain bike in case a spare or parts are needed.

DeWaal and Aldous say they have tried to think of everything they will need on the trip, but, they admit, no-

body can think of everything or imagine all the problems that might occur.

At night, both men will wear yellow flashing warning lights on their backs to signal cars from behind and will hear bright lights on their helmets to help them see the road ahead.

Their support team has been outfitted with detailed maps of the entire trip and in rough or uncertain terrain, someone from the support group will try to get ahead of the cyclists to mark the route with bright tape streamers.

The two expect to get to Utah on their fourth day, June 9, and will arrive in downtown Salt Lake City Saturday at 2 p.m. and stop at Nate Wade Subaru, 1207 S. Main, one of their sponsors, where they will talk about their trip briefly and invite bicycle riders to accompany them for a short distance on their way east.

On June 14, they hope to reach Marysville, Kan., where they will stay overnight with Ken Martin, president of the National Pony Express Association.

The two will end their endurance test June 15 at about 2 p.m. in St. Joseph, Mo.

Other sponsors are Smith's Food and Drug, which is supplying the food for all 11 in the party; Blackbottoms Cyclewear; Reflex Bicycles, a manufacturer in Salt Lake City that has supplied the three mountain bikes, and Guthrie Bicycle, Salt Lake City, which has helped with parts and mechanical work.



8 June 1989

# The Pony Express rides again

## Horsemen will re-enact famous 10-day journey to Sacramento

By Bruce Hills  
Deseret News staff writer

6-8-89

Horsemen will begin re-enacting the historic Pony Express ride from St. Joseph, Mo., west to Sacramento, Calif., Friday at 4 p.m.

The more than 600 members of the National Pony Express Association expect to complete the trek across Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada and into California in 10 days, just as their counterparts did from April 3, 1860, to Oct. 26, 1861. They'll arrive in Sacramento at 1 p.m. June 18.

Clark Maxwell, Hooper, president of the Utah chapter of the National Pony Express Association, said about 80 riders will gallop across Utah from the Wyoming border to Nevada.

"We'll be carrying mail in a leather mochila or mail pouch, just as the original Pony Express riders did," Maxwell said. "And we'll be changing horses and riders all along the trail through Utah."

He said riders from the east are expected to arrive at the Utah border near Evanston, Wyo., about 6 a.m. June 14. "We'll get to This Is The Place Monument about 1:30 p.m., reach downtown Salt Lake City about 2 or 2:30 p.m. and arrive at Murray Park at 3 p.m.

"The route through Utah covers about 266 miles. We plan to reach the Nevada border just west of Ibapah at 9 a.m. June 15. Most of our riders will ride several legs during the journey and cover four or five miles in the desert and maybe only a mile over some mountain areas of East Canyon. We don't want to be tough on our horses."

In its heyday, the Pony Express employed more than 500 of the best horses selected for their speed and endurance. "Those horses cost \$150 to \$200 — three or four times the going rate for an ordinary saddle horse," Maxwell said.

"They were outfitted with specially designed jockey-

type saddles that weighed less than 13 pounds. The mochila consisted of a large leather skirt that fitted fit over the saddle. It had two large saddle bags on both sides into which the mail was put."

Over the 18 months the Pony Express was in operation, tough, young, daring riders, most of them in their teens, rode the rough trail in both directions, east and west, using about 150 relay or remount stations where they changed horses.

Individual riders would change horses about every 10 or 15 miles and stay in the saddle for 75 to 100 miles before reaching a home station where they would be relieved by another rider.

Maxwell said riders spent only two minutes at a relay station switching the mochila from their tired horse to a fresh one and leaping from one horse to another. "The feat was often accomplished in far less time and sometimes without the rider's feet ever touching the ground."

Initially, 80 riders were recruited by the Pony Express. Advertisements in newspapers across America asked for "young, skinny, wiry fellows not over 18. Must be expert riders, willing to risk death daily. Orphans preferred. Wages \$25 per week."

In all, 34,753 pieces of mail were carried by the Pony Express — 23,356 eastward and 11,397 westward. Mail rates initially were \$5 an ounce but later were reduced to \$1 an ounce with an additional 10 cents for U.S. postage.

"The first riders passed each other somewhere east of Salt Lake City on April 8, 1860. After nine days and 23 hours, the first westbound rider rode into Sacramento, an hour ahead of schedule."

The end of the Pony Express came with the completion of the telegraph across America. When it ended, riders had made more than 150 round trips covering more than 600,000 miles on horseback.

"The mail was lost only once, one horse died of exhaustion and one rider was killed."



PHOTOGRAPHY/ BRUCE HILLS

Clark Maxwell, left, discusses upcoming ride with Brent and Tami Ropelato and their children.



# Pony Express cyclists hope worst is behind them

By Brian T. West  
and Bruce Hills  
Deseret News staff writers

Retracing the historical Pony Express Trail has not been easy for two Utah bicyclists.

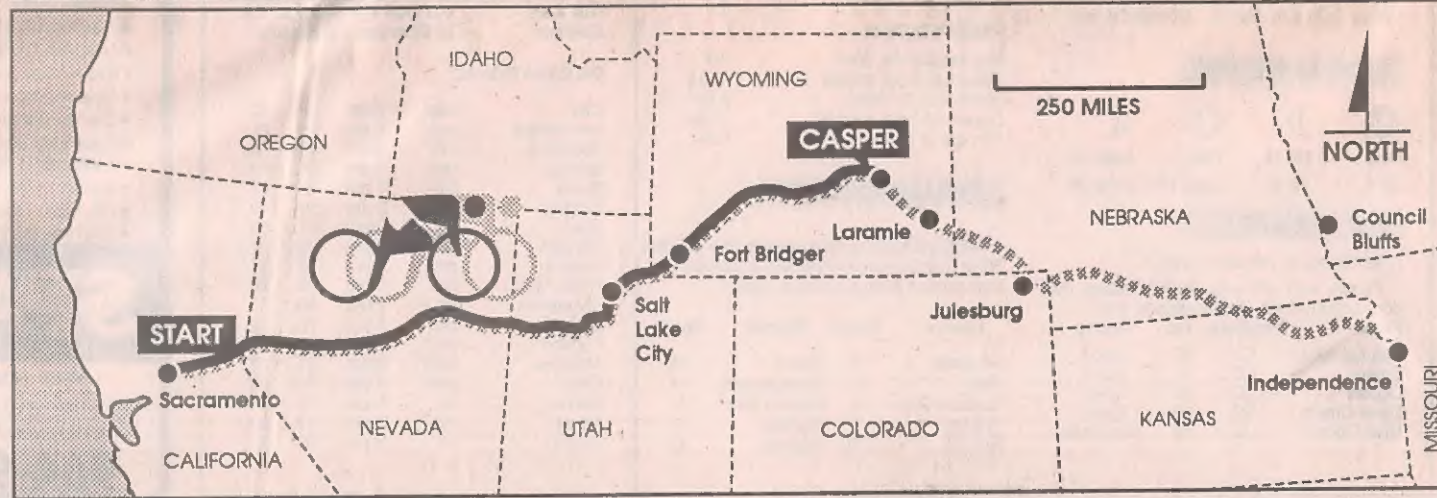
But despite the mud, strong winds, flat tires, hail, lack of sleep and many unexpected setbacks, Matt DeWaal, 29, Jay Aldous, 27, and their eight-member support team are hoping that the worst part of the 1,938-mile trek is behind them.

Their goal of retracing the famous trail in 10 days — the same amount of time it took horsemen to ride the route more than 125 years ago — is still well within their grasp.

Monday, they traveled 180 miles before calling it a day in Casper, Wyo. "They're a little behind, so (Tuesday) will be a 240-mile day," said Adrienne Aldous, Jay's wife and member of the support team.

Please see GOAL on B2

## Biking the Pony Express Trail





# Cyclists return to their jobs after historic 10-day journey

'Trail was beautiful, mysterious — and always fun'

By Bruce Hills  
Deseret News staff writer

19 June '89

After a historic 10-day bicycle ride across the rough, grueling 1,938-mile Pony Express Trail, it was business as usual Monday for Matt DeWaal, Bountiful, and Jay Aldous, Salt Lake City.

Both veteran cyclists were back at their offices and hard at work Monday morning. DeWaal, 29, brokers group health insurance programs, and Aldous, 27, is a computer company marketing expert.

The two completed their trek Friday, reaching St. Joseph, Mo., the eastern terminus of the Pony Express Trail, at noon. They had set out from Sacramento, Calif., at noon June 6.

Their journey, they said, took them into eight states and across just about every kind of country and terrain America offers, starting at sea level in California, rising to 7,300 feet at Echo Summit near Lake Tahoe, across desolate deserts, mountains, through forests and fields, across farmland and into big cities.

"It's an all-American trail," Aldous said. "It's beautiful, mysterious, exciting, sometimes dangerous and always fun. We really never had a dull moment."

The two men were supported throughout their ordeal by nine friends and relatives who drove two four-wheel-drive automobiles and a motor home. Along the way, the two endurance cyclists were fed a variety of foods, from fruit, hamburgers and candy bars to turkey sandwiches and high-energy (but, says DeWaal, evil tasting) power bars.

## Day by day

Here is a list of the cities the two cyclists reached each day of their ride and the miles they went each day, beginning at Sacramento:

Day 1, traveled 134 miles, reached Genoa, Nev.; Day 2, 189 miles, Austin, Nev.; Day 3, 182 miles, Shellbourne Station, Nev.; Day 4, 149 miles, Simpson Springs, Utah; Day 5, 181 miles, Bear City, Wyo.; Day 6, 170 miles South Pass City, Wyo. (just across the Continental Divide); Day 7, 188 miles, Glenrock, Wyo.; Day 8, 300.1 miles, Julesburg, Colo.; Day 9, 262.7 miles, Hastings, Neb.; Day 10, 208 miles, Seneca, Kan.; and Day 11, 78 miles, St. Joseph, Mo.

In all, the cyclists rode 2,041.8 miles. The extra miles, they said, were detours and wrong turns.

They drank from three to five gallons of water daily.

Their daily caloric intake averaged 6,800 calories. "I weighed 134 pounds before I left, and I lost one pound on the trip," Aldous said. DeWaal said he weighed 147 pounds before he left. "Believe it or not, I actually gained a pound over the 10 days," he said.

Throughout their trip, they underwent health tests to ensure they were always in good condition. Before their trip, both men had their hearts tested at LDS Hospital. Before work

Monday, at 7 a.m., they underwent more heart tests at the hospital to see if there had been any changes.

After their ride, Aldous and DeWaal complained of being tired and worn out, but they said the most important part of a cyclist's anatomy was not a bit sore. They credited their short riding pants for that.

The two Pony Express cyclists said they appreciate as never before the riders who carried the mail during 18 months from 1860 to 1861. "They had a tough job," the two riders exclaimed.

During their adventure, the cyclists rode mountain and road bicycles and tandem bikes — bicycles built for two — that were designed for both highway and dirt roads. "We rode the mountain bikes 65 percent of the trip and the road bikes most of the rest of the way," Aldous said.

"We rode the tandem bikes for about 150 miles — mostly the tandem road bike. The trouble with the tandem bikes is, the guy on the back end gets mighty uncomfortable and we were already uncomfortable, so we didn't want any more pain," Aldous said.

The two riders usually ate dinner in the motor home. They ate their other meals while riding or while taking short breaks on the trail. They camped out each night in a tent. They started each day about 4:30 a.m. and usually ended their day about 9 p.m. and sometimes not until 11 p.m.

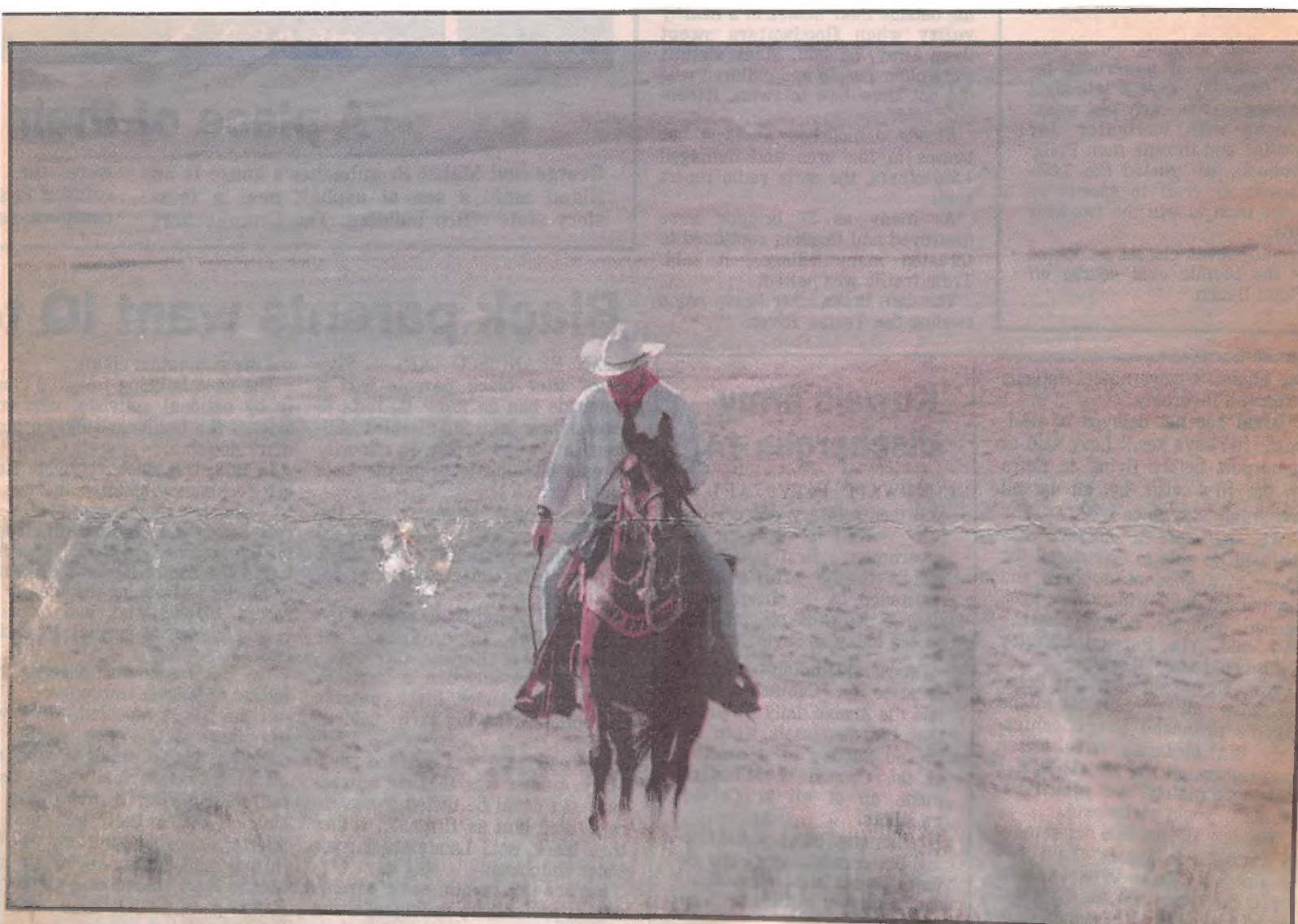
Both riders said they slept from four to five and a quarter hours each night.



PHOTOGRAPHY/ BRUCE HILLS

Jay Aldous and Matt DeWaal reflect on eight-state, 1,938-mile ride over the Pony Express Trail.





Herald Photo/Kathy Cullen

Joe Nardone rides near Douglas, Wyo., earlier this month. He is riding the entire 1,958-mile Pony Express route this summer.

## Rider traces history along Pony Express route

By MITCH WILKINSON  
City Editor

To many, the words Pony Express bring about thoughts of a skinny, young rider thundering down a hot dusty trail with his horse at full gallop racing to stay ahead of Indians in order to take mail from Missouri to California in 10 days.

But to a Nevada man who's conducting a solo ride of the 1,958-mile route this summer, that Hollywood vision of the Pony Express service doesn't ring true in 1991.

In fact, Joe Nardone says, it probably never was.

"It's not the beautiful picture of always riding in the daylight and always riding like the wind," said Nardone, who on June 8 began a summer-long journey on horse-

back retracing the Pony Express route. He arrived Friday in Utah and spoke in Salt Lake City this morning.

Nardone expects to arrive in San Francisco on Sept. 2, thus completing the entire route that starts in St. Joseph, Mo. On Tuesday, he will be in Fairfield in western Utah County, where stagecoach and Pony Express riders stopped in the late 1800s.

Nardone is reriding the entire route — a feat he says has never been accomplished solo in this century — in an effort to gain grassroots support to have Congress name the route a "National Historic Trail."

He is gathering 10,000 signatures for a petition to give to Congress so that as much of the original trail as possible can be

preserved. In a recent telephone interview from Wyoming, Nardone said he has gathered more than 4,000 signatures thus far.

The historian and specialist on Western trails is affiliated with Western Trails Enterprises in Carson, Nev., and plans on publishing a book, "In Search of the Pony Express," in 1992.

Nardone said he has had few problems with the three horses he's been using on the ride.

In fact, the only problems he has encountered has been "boredom," not warring Indians.

"I start between 6 and 7 in the morning and am off at about 9 at night," Nardone said, adding that although he takes breaks throughout the day, there are times at night "when I don't know where the day went or what I saw."

Occasionally, someone will ride along with Nardone, but for the most part, he is alone on the trail with a support crew about a mile away on the nearest road.

Nardone averages 30 miles a day, riding two of the three horses 15 miles each. He alternates the animals after 10 miles and then again after 5 miles.

And while his average speed is about 3 miles an hour, Nardone said that is not too bad considering the original riders averaged just 6.1 mph.

Pony Express riders were not always riding their horses at full gallop.

"It's contrary to all you read, but once you look at the statistics, they couldn't have," Nardone said.

(See PONY, Page A2)

## n option in Iraq dispute

Several key allies in the Gulf War have voiced concern publicly or privately about the prospect that the United States might renew the bombing campaign against Baghdad.

equally unanimous approval by the international community as was the case during the Iraq aggression against Kuwait," Churkin said.

Index



Thursday, May 23, 1991

## Historian will hit trail in honor of Pony Express

### CONNECTIONS



DENNIS  
LYTHGOE

about.

True to that time-honored tradition, 50-year-old Joe Nardone, an accountant turned historian, will leave from St. Joseph, Mo., on horseback on June 8 to follow the Pony Express Trail to Sacramento, Calif. It will be the first complete solo ride along the actual Pony Express Trail in this century — all 1,958 miles of it.

The ride is part of a major effort to get congressional designation of the Pony Express Trail as a "National Historic Trail." Nardone will carry a scroll to gather 10,000 signatures petitioning Congress to grant the historic status. Actually, on May 9 the U.S. House of Representatives voted 409-0 to make such a designation, leaving the next step to the Senate — so if Nardone is lucky, the petition may become moot before the conclusion of his

journey.

But that's OK, because there's another reason for Nardone's grandstand play — to publicize his book — a three-volume work on the Pony Express, titled "In Search of the Pony Express." The

first volume was published in 1971. Volumes one and two are intended to be the definitive history of the trail.

He wants that to "get the word out" not only to scholars but to the general person — so that the trail is not forgotten.

In research for the book, Nardone spent five years traveling the trail, documenting relay stations and local history. He was in the area because Salt Lake City was the headquarters of the Pony Express, located between Main Street and 200th Street.

It will be a first for him. He calls himself a "jack-of-all-trades" and worked as an accountant for corporations. While visiting a commercial aviation school, he wrote "a couple books on aviation for use in the class."

At the age of 40 he was moving in the direction of Western history. A field lover from the age of 12, when he went on his first historic trek on a western trail, he wanted to do what he was most interested in without worrying about money. Seven years ago he went to work for the Nevada Trails Enterprises in Carson City, Nev., as a historian even though he had no degree in history — and has been in the process of locating and documenting trails.



The Pony Express operated only between April 1860 and October 1861, but in its short history it carried more than 30,000 letters. It brought Salt Lake City within seven days of mail from Washington, D.C., and within four days of mail from Sacramento. It was quickly rendered obsolete by the telegraph.

Although the original Pony Express riders averaged 12 to 14 days to complete their rides, Nardone intends to spend most of the summer on the trail, traveling only 30 to 40 miles a day, and taking Sundays off. He will bring six head of horses, riding only two of them a day, and will bring wranglers and veterinarians along so that the horses will be guaranteed the best care.

His horses are furnished by Utah's own East Canyon Outfitters and his head wrangler will be Utah's Anthony Bertagnole. Nardone says, "I'm placing a great deal of trust in him."

"Utah has about 200 miles of original trail. I will enter Utah at Needles, on the Wyoming-Utah border, the same place that Brigham Young did. Then I will come down Echo Canyon, off the freeway on the access road down to Henefer, and from there through East Canyon over Little Mountain, over the Emigration Trail into Salt Lake City."

He hopes to reach Salt Lake City in time to ride in the Days of '47 Parade on July 24 and is slated to give a talk to the Sons of the Utah Pioneers on July 25. "I'm a very good motivational speaker."

By Sept. 2, he hopes to ride the last five blocks from the dock to the location of the 1860 Pony Express terminus in San Francisco, where the modern-day Francis Parkman will end his historic journey.

■ Dennis Lythgoe's column is published on Mondays, Tuesdays and Thursdays.



Thursday, May 23, 1991

## Historian will hit trail in honor of Pony Express

### CONNECTIONS



DENNIS  
LYTHGOE  
about.

Legendary Utah historian Leland Creer used to decry what he called "armchair historians," who wrote about places they had never visited. His ideal was Francis Parkman, immortalized through his classic work, "The Oregon Trail," because Parkman recreated everything he ever wrote about.

True to that time-honored tradition, 50-year-old Joe Nardone, an accountant turned historian, will leave from St. Joseph, Mo., on horseback on June 8 to follow the Pony Express Trail to Sacramento, Calif. It will be the first complete solo ride along the actual Pony Express Trail in this century — all 1,958 miles of it.

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Joe Nardone

first volume will be published in 1992. Volumes one and two include maps of the trail, and volume three is intended to be the definitive history of all the events of the trail.

He wants the footnoted book to appeal not only to scholars — but to "the average person — so they don't get turned off."

In researching the book, Nardone says, he spent five years "literally walking the trail, documenting it and locating original relay stations," as well as "an awful lot of time at the Utah State Historical Society, because Salt Lake City was the division headquarters for the Pony Express — located between 100 and 200 South and Main Street."

It will be Nardone's first major book. He calls himself a "former businessman and jack-of-all-trades" who got an MBA and worked as an accountant for several corporations. While teaching a course in commercial aviation in Costa Mesa, Ariz., he wrote "a couple of books on aviation" for use in the class.

At the age of 40 he began moving in the direction of Western history, a field he loved from the age of 17 when he went on his first historic trek on a Western trail. "I wanted to do what I was most interested in without worrying about money." So seven years ago he went to work for Western Trails Enterprises in Carson City, Nev., as a historian even though he had no degree in history — and has loved the process of locating and documenting trails.

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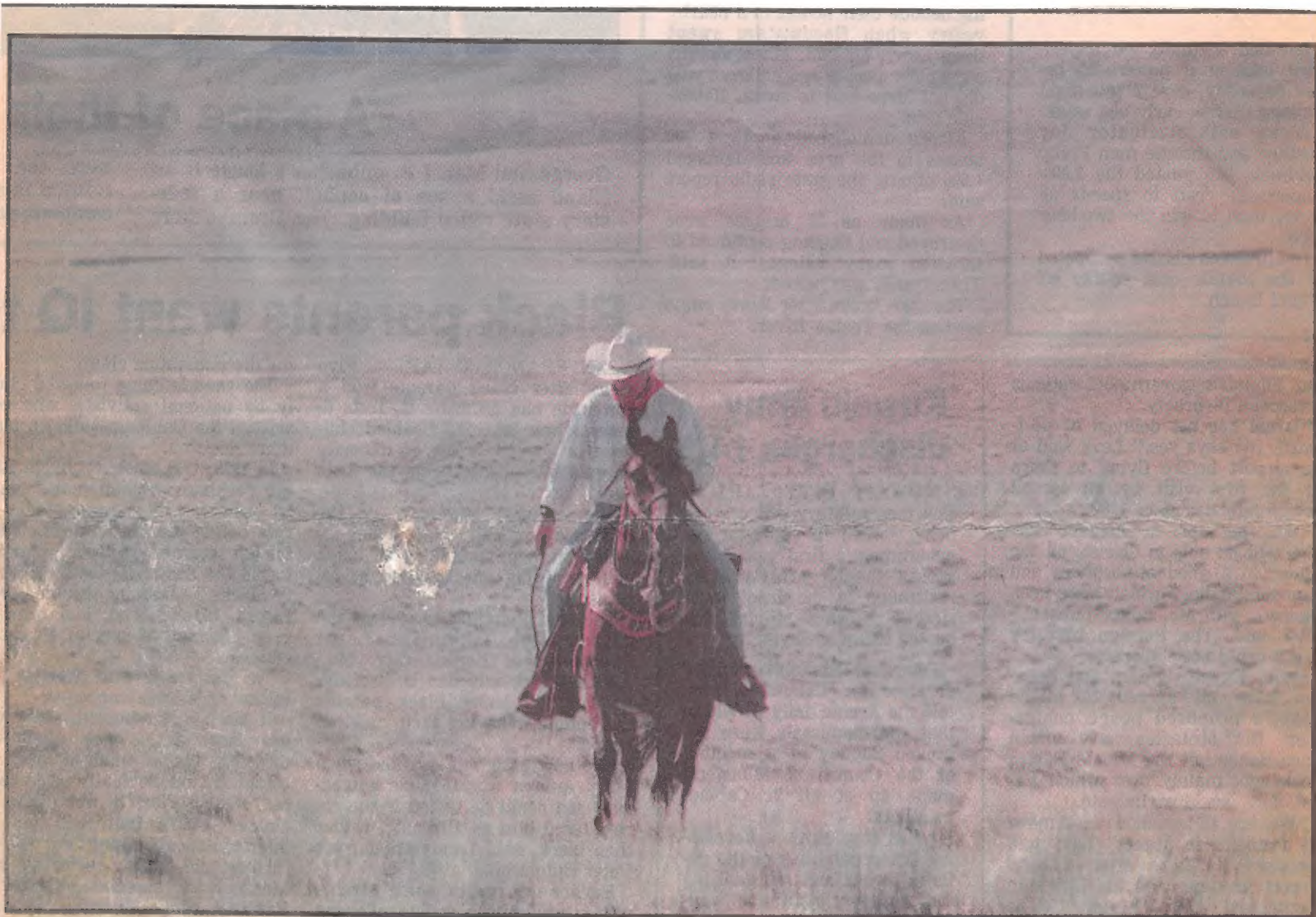
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Herald Photo/Kathy Cullen

Joe Nardone rides near Douglas, Wyo., earlier this month. He is riding the entire 1,958-mile Pony Express route this summer.

## Rider traces history along Pony Express route

By MITCH WILKINSON  
City Editor

To many, the words Pony Express bring about thoughts of a skinny, young rider thundering down a hot dusty trail with his horse at full gallop racing to stay ahead of Indians in order to take mail from Missouri to California in 10 days.

But to a Nevada man who's conducting a solo ride of the 1,958-mile route this summer, that Hollywood vision of the Pony Express service doesn't ring true in 1991.

In fact, Joe Nardone says, it probably never was.

"It's not the beautiful picture of always riding in the daylight and always riding like the wind," said Nardone, who on June 8 began a summer-long journey on horse-

back retracing the Pony Express route. He arrived Friday in Utah and spoke in Salt Lake City this morning.

Nardone expects to arrive in San Francisco on Sept. 2, thus completing the entire route that starts in St. Joseph, Mo. On Tuesday, he will be in Fairfield in western Utah County, where stagecoach and Pony Express riders stopped in the late 1800s.

Nardone is reriding the entire route — a feat he says has never been accomplished solo in this century — in an effort to gain grassroots support to have Congress name the route a "National Historic Trail."

He is gathering 10,000 signatures for a petition to give to Congress so that as much of the original trail as possible can be

preserved. In a recent telephone interview from Wyoming, Nardone said he has gathered more than 4,000 signatures thus far.

The historian and specialist on Western trails is affiliated with Western Trails Enterprises in Carson, Nev., and plans on publishing a book, "In Search of the Pony Express," in 1992.

Nardone said he has had few problems with the three horses he's been using on the ride.

In fact, the only problems he has encountered has been "boredom," not warring Indians.

"I start between 6 and 7 in the morning and am off at about 9 at night," Nardone said, adding that although he takes breaks throughout the day, there are times at night "when I don't know where the day went or what I saw."

Occasionally, someone will ride along with Nardone, but for the most part, he is alone on the trail with a support crew about a mile away on the nearest road.

Nardone averages 30 miles a day, riding two of the three horses 15 miles each. He alternates the animals after 10 miles and then again after 5 miles.

And while his average speed is about 3 miles an hour, Nardone said that is not too bad considering the original riders averaged just 6.1 mph.

Pony Express riders were not always riding their horses at full gallop.

"It's contrary to all you read, but once you look at the statistics, they couldn't have," Nardone said.

(See PONY, Page A2)

## n option in Iraq dispute

Several key allies in the Gulf War have voiced concern publicly or privately about the prospect that the United States might renew the bombing campaign against Baghdad.

equally unanimous approval by the international community as was the case during the Iraq aggression against Kuwait," Churkin said. Egypt has also reportedly ex-

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